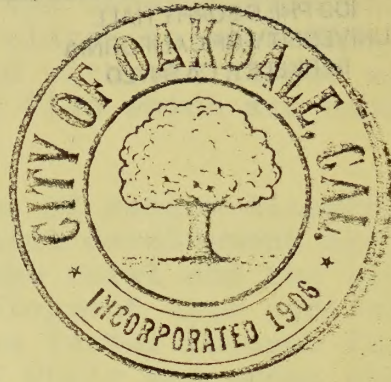


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CITY OF OAKDALE
LAND USE ELEMENT



Oakdale. [City Council]

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LAND USE ELEMENT
GENERAL TEXT

The Land Use Element of the General Plan shows the living, working and shopping areas related to each other. Each of the major areas has been correlated with the street systems and public facility elements of the Plan which are necessary to serve them.

The disruptive influences of random dispersion of industrial, commercial, and residential development are well recognized from the standpoint of both the rural and the urban dweller. The scattering of urban development into agricultural areas creates financial burdens for the farmer through increased taxation, bond issues, and assessments, while the urban dweller finds services either totally lacking or costing excessive amounts. Although some agricultural areas are ultimately destined to become urbanized, the transition should be made in an orderly manner with a minimum of economic disruption. An important recommendation of the Plan, therefore, is to encourage, as State I, the utilization of lands that can be reasonably and economically served by existing public services and facilities. Stage II would be initiated after the capacity of existing services and facilities has been reached, and new facilities would have to be provided. During the design period covered in this General Plan, based on existing growth patterns, it is assumed that growth outward is dependent on the development of school, neighborhood services, retail outlets and other facilities.

I. RESIDENTIAL

The Plan indicates an average density for each ZONING CLASSIFICATION. Zoning and subdivision ordinances can effectively carry out these proposals. Low to high residential densities are necessary for balanced residential growth.

Closely allied with the residential density is building intensities in relation to lot size. Overbuilding of the land is as serious as overcrowding of population. The Zoning Ordinance can reflect accurately the standards of contemporary construction and can control potentially blighting conditions.

The City has a total of 2,872 housing units of which 11.8% are considered to be of substandard quality. This figure represents some 273 substandard housing units. The great proportion of residential use is associated with single family development. The following statistics describe the total number of single and multiple family units both existing and projected through 1995.

PROJECTED HOUSING STOCK FOR THE CITY OF OAKDALE

	<u>1970</u>	<u>1975</u>	<u>1980</u>	<u>1995</u>
Single Family	2,400	2,568	2,736	3,461
Multiple Family	660	772	917	1,367

These statistics indicate that 1,061 single family and 707 multiple family units will need to be developed within the City between 1970 and 1995 in order to meet projected housing needs. Additionally, the City will need to deal with the current 273 substandard units, and the stock of housing which will become substandard during the period covered by this plan.

The pattern of residential development is indicated on the land use map included at the end of this chapter.

II. COMMERCIAL

Oakdale's commercial area provides goods and services to people in the northeast section of the County. Protection and optimum utilization of this commercial resource is extremely important. Commerce is a key generator of jobs, a major tax producing source and an attractor of dollars from outside the Urban Area. Proper planning of this activity will enhance the ability of the City to become the regional shopping center for the area.

The following improvements in the commercial areas of Oakdale are essential to orderliness, convenience, attractiveness and efficiency:

1. Off-street parking
2. Off-street loading
3. Coordinated store modernization
4. Orderly and attractive appearance of signs

Serious consideration also should be given to the development of a coordinated system of shaded walkways or marquees with overhangs.

III. INDUSTRIAL

In determining our industrial land use requirements, particular attention was given to the existing industrial employment of the area in relation to the existing industrial land use. The assumption drawn for the Oakdale area relative to industrial land acreage is that approximately 400 acres should be provided and a reserve of an additional 100 acres as well.

Industrial uses will locate primarily on the basis of their relation to other land uses, their proximity to adequate utility and transportation systems and to existing industrial developments. The industrial acreage in the Plan will permit gradual expansion of industry with the least effect on other land use areas.

The City industrial lands, located primarily along the Southern Pacific Railway and in a single large area along the southerly fringe of town, are subject to maximum utility and transportation exposure. In addition, the municipal airport is in close proximity.

IV. STREET SYSTEM PROPOSALS AND STANDARDS

The proper planning of traffic facilities should provide an integrated system which is safe, economical, efficient, environmentally acceptable and aesthetically pleasing. In the determination of major streets and highways, particular attention is given to the traffic volume, type of service to be rendered, the relation to the overall land use pattern, and their importance as local and regional routes.

A basic assumption in the design of the traffic flow system for the Oakdale area is that, as the population doubles, the traffic volume will triple. This is based on the fact that the rate of increase in the State's auto and truck registrations is faster than the rate of population increase. The Stanislaus County Transportation Element reports from 1960 to 1970 the population increased 23½% during which time the County's vehicle registration increased by 60%. The existing street system is not without its problems. Major traffic problems exist on Highway 108 and 120 during weekends and holidays due to tourist oriented activity.

The State Division of Highways has proposed a bypass of the City, however, this proposal has been on the books for some time. There is not solid evidence to indicate that the 120 bypass will evolve into more than a proposal in the near future or distant future.

V. PUBLIC FACILITIES

A. SCHOOLS

The following breakdown describes the amount of land presently utilized for school use.

	<u>Acres</u>
Oakdale Union High	25
Oakdale Union Elementary	9
Fair Oaks Elementary	9
Cloverland Elementary	11

B. FIRE STATIONS

The type of density of land use determines the desirable location for fire stations. The National Board of Fire Underwriters recommends a maximum effective service radius in commercial and industrial areas of 3/4 miles, and 1½ miles in residential areas. Three fire stations are shown on the General Plan Map. While the existing fire station appears to be well located from the standpoint of convenience, consideration should be given to potential delay in response time easterly because of railroad grade crossings.

The land use map indicates that the City of Oakdale will need two additional fire stations to adequately serve the fire protection needs of the community through 1995. This requirement will necessitate the procurement of additional equipment and manpower.

C. PARKS AND RECREATION

Two major types of recreational needs are considered in the community plan. Neighborhood and local parks and regional facilities for the entire area.

Please refer to the Open Space Element.

D. HOSPITAL

The community is served by the Oak Valley Hospital District. The facility, constructed in 1972, is designed for an overall expansion of 75 beds and is felt adequate to meet most needs through 1995.

VI. ENVIRONMENTAL

A. HABITAT PRESERVATION

Where permitted in or near any area with natural habitat value, urban development, roads, farm operations, or other human activities that reduce or affect natural areas shall be regulated to strictly avoid unnecessary impact of such activities on these life resources.

B. AGRICULTURAL OPERATIONS

Agricultural operations may have such adverse effects as introduction of toxic pesticides and nutrients leading to eutrophication* of water courses, removal of large areas of native vegetative cover, and heavy drafts on surface and groundwater supplies.

Specific agricultural-urban use designations shall be made on a parcel by parcel basis as part of the planning process for the numerous parcels of vacant prime agricultural land or land usable for river related farming, or river related recreation.

Criteria for Designation. The designation of a parcel for either agricultural or urban use should consider each of the following:

1. The long-term agricultural production yield potential of the parcel in question;
2. Whether the parcel can be combined with adjacent or nearby agricultural parcels for agricultural purposes;
3. Energy, transportation, and water costs compared with areas where such services are readily available;
4. Potential for generating development pressure on nearby agricultural parcels;
5. The absence or presence of agricultural-urban use conflicts and the severity of such conflicts;
6. Whether the parcel could provide recreational uses;
7. Whether the conversion of the parcel to urban development would further other general plan policies.

C. PROJECT DESIGN

Project design can help to minimize air pollution. Careful project design can minimize interference with wind currents, especially in local circulation patterns, and can thus maintain natural

*Eutrophication: Of surface water bodies, the process whereby dissolved nutrients are highly concentrated; often with periods of oxygen deficiency.

ventilation. Properly located vegetation barriers (green belts) can substantially reduce particulate air pollution and some types of gaseous pollutants, especially near ground level. Even a 30 foot wide strip densely planted with trees and shrubs can filter out more than a quarter of some types of pollutants. Project designs which minimize automobile use also aid in reducing pollution.

D. PROTECTION OF HISTORICAL RESOURCES

Historic and architecturally valuable structures may be destroyed because of insufficient protective measures. Some structures could be appropriately protected if maintained in use under private ownership. Even historic and natural landmarks, due to lack of protective State statute, now are subject to adverse development at the pleasure of the owner. The same problem is apparent at sites of State and local significance.

The following steps, then, should be taken to identify and preserve the City's historical sites.

1. A Historical Review Committee should be appointed to identify the City's historical buildings and sites.
2. Once the City's historical buildings and sites have been identified, the City should mobilize the community's resources to preserve those buildings and sites deemed most appropriate for preservation.
3. Appropriate local, state, and national assistance should be sought where appropriate.

E. INTEGRATION OF DEVELOPMENT

The scenic value of natural landforms should be preserved, enhanced, and restored. Development should be integrated with and visually subordinate to existing natural features and terrain. Structures should be located to minimize their intrusion into scenic open spaces being clustered near other existing natural and man-made vertical features (such as tree masses, hills, rock outcrops, and existing structures). To ensure that structures are integrated into the natural environment, the following design guidelines are suggested.

1. Scale, Height, Materials, and Colors

All new development should either be compatible with the character of the surrounding attractive area or should enhance the quality of areas that have been degraded by existing development. Materials and colors used in building construction should be selected on the basis of their compatibility both with the structural system of the building and with the appearance of the building's natural and man-made surroundings, rather than to use pre-set architectural styles.

2. Landscaping

Plant materials should be used to integrate the man-made and natural environment, to screen or soften the visual impact of new developments, and to provide diversity in developed areas.

F. VISUAL IMPACT OF UTILITY STRUCTURES

The visual degradation of the community's landscape caused by power and communication lines and towers should be minimized.

1. Utility distribution and transmission facilities shall be designed as a coordinated system to avoid unnecessary duplication.
2. Distribution facilities and service connections shall be placed underground except where undergrounding would be inconsistent with sound environmental planning.
3. New above ground facilities, except where inconsistent with sound environmental planning, should (1) follow the least visible route, (2) not be visible above ridgelines, (3) follow, not compete with, either natural features of the terrain or man-made features in developed areas, and (4) be well designed, simple and unobtrusive in appearance, have a minimum of bulk, use the minimum number of elements permitted by good engineering practice, and make use of colors and materials compatible with local surroundings.

G. SCREENING OF PUBLIC SERVICE FACILITIES

Major public service facilities, such as power plants, sewage treatment facilities, solid waste disposal facilities, water storage tanks, pumping stations, power and communications substations and other such facilities, shall not be located along the immediate river line unless there is no less environmentally damaging alternative. Wherever located, they shall either be screened from public view (by use of natural terrain and vegetation or buffer areas and artificial screening) or be designed in a manner that is subordinate to natural landforms or compatible with the surroundings.

Facilities such as manufacturing plants and retail outlets shall be of a height, bulk, and color that blends well with that of surrounding structures.

Where safety, noise, or other functional considerations make it impossible to integrate industrial facilities into the community structure, adequate open space for buffers, berms, and landscaping shall be provided between industries and other uses so the facilities can be screened from public view.

H. UTILIZATION OF RIVER AMENITIES

1. New developments should be encouraged to provide public access by dedication of an easement or fee title to an access way to the City by the recording of a deed restriction guaranteeing access across the property.
2. Recreational carrying capacity of river areas should be investigated.*
3. Consider public recreational potential before allowing other uses. The potential of each river line property for possible recreational use shall be evaluated before any development that would foreclose such opportunities is permitted.
4. The use of private lands for visitor-oriented development, such as public recreation and support facilities (e.g., resorts, restaurants, hotels, and campgrounds) that are designed to enhance the general public's opportunity to enjoy the river front and other recreational areas, shall have priority over private residential, or general commercial development except for agriculture and river dependent industry.

Private residential, or general commercial developments should be permitted only if it can be demonstrated that the site is clearly inappropriate for commercial recreation uses, or that present and foreseeable future demand for commercial recreation facilities is already adequately provided in the area.

5. A trail system should be considered to accomodate only pedestrians, bicyclists, and equestrians. Bicycle paths should be separated from the road, where possible, but bicyclists should not thereupon be barred from the road. Overpass, underpass, or other safe means of bike crossing should be provided where necessary.

Special trails, such as Braille trails and paved paths for wheelchairs, should be considered to provide access to various river habitats for physically handicapped persons.

Promote the provision of campgrounds and other facilities. Campgrounds with basic necessities should be provided at appropriate intervals along the river trails system, and camping should be restricted to these designated areas.

6. The dedication of trail right-of-way shall be reserved where the trail routes cross properties proposed for development.

*Refer to the definition of "Recreational Carrying Capacity" found in the Definitions section of this Plan.

VII. GEOLOGIC SAFETY

A. REGULATE BLUFF AND CLIFF DEVELOPMENTS FOR GEOLOGIC SAFETY

1. Bluff and cliff developments shall be permitted only if it can be demonstrated that design and setback are adequate to assure stability and structural integrity for the expected economic life span of the development and that the development (including storm runoff, foot traffic, grading, and irrigation) will neither create nor contribute to erosional problems or geologic instability of the site or surrounding area. Design solutions should in no case include destruction of cliffs and bluffs by excavation or other means. No new lot shall be created or new structure built that would increase the need for bluff protection works unless approved by public works.

VIII. REDEVELOPMENT OF BLIGHTED AREAS

Some blighted areas may require redevelopment. Rehabilitation efforts can restore many blighted areas of the City. If efforts to rehabilitate blighted areas are successful, the redevelopment of such areas can:

- a. Generate revenue necessary for improved public services and amenities;
- b. Provide for the assembling and consolidating of subdivided lands for orderly development as an alternative to fragmented lot-by-lot development;
- c. Provide housing opportunities for a wide variety of income groups.

IX. SPECIAL USES

Special uses are those uses that are so peculiar, rare, or significant that they cannot feasibly be classified into a zoning ordinance.

Since such uses are so special they should be allowed to exist as "conforming" uses rather than classified as "non-conforming" - simply because they do not fit into a zoning category.

Since the classification of uses as special uses can be easily abused, compromising the purposes of zoning, special use classification should be implemented sparingly.

An example of a special use would be the Rodeo Grounds (now in the County) which does not adequately fit into any City zone - yet, because of its importance to the Oakdale community, should not be disturbed. The Rodeo Grounds, then, should be allowed to exist in any zone given to the grounds.

GOALS-OBJECTIVES-POLICIES

In order to achieve optimum efficiency in the utilization of and protection of Oakdale's land resources, the following goals, objectives, and policies are recommended.

GOALS: WHAT DOES OAKDALE WANT:

- 1.0 To encourage a more diversified economic base.
- 2.0 To protect existing public facilities and to encourage proper development of facilities needed in the future.
- 3.0 To assist in the development of desirable cultural facilities.
- 4.0 To encourage the development of civic and related buildings in balanced, harmonious and functional patterns.
- 5.0 Promote the orderly use of land and other natural resources.
- 6.0 Promote orderly growth and optimum circulation efficiency patterns.

The following objectives and policies are designed to achieve the above indicated goals of the Land Use Element.

OBJECTIVES: WHAT MUST OAKDALE DO:

- 1.0 Provide for properly located school sites to meet the needs of the Oakdale community.

POLICIES: HOW CAN OAKDALE DO THIS:

- 1.1 Identify the demand for various types of educational facilities.
- 1.2 Coordinate the location of schools with other land uses.
- 1.3 Consider open space areas for recreation surrounding and/or abutting proposed school property.
- 1.4 Consider potential hazards of school site land for use by school children.
- 1.5 Coordinate the location of school site(s) with the school board.
- 2.0 Provide for adequate park and recreational facilities.
 - 2.1 Establish park efficiency criteria that will aid in allowing greater efficiency of existing park facilities.
 - 2.2 Encourage the provision of park and recreation facilities to meet the needs of all age groups including the elderly and/or disabled.
 - 2.3 Encourage the continuing study of proposed parks in terms of their maintenance of grounds and rest rooms, for example.
- 3.0 Encourage and promote facilities for the various age levels of our population.
 - 3.1 Encourage coordination of child care or "day care" activities on the part of public and private schools and agencies, etc.

- 3.2 Encourage the development of child care or "day care" activities on the part of public and private schools and agencies, etc.
- 3.3 Encourage activities for all age groups by schools and agencies, etc.
- 3.4 Encourage construction of entertainment and/or recreation facilities.
- 3.5 Consider alternative and/or modifications of existing facilities that might serve the recreation and/or entertainment needs of the community.
- 3.6 Coordinate facility uses to be in easy travel distance of citizens, i.e., shopping, etc.
- 3.7 Consider the acquisition and/or rehabilitation of cultural landmark areas, if any, exist.
- 3.8 Consider a cultural center where cultural articles, data, etc., can be accumulated in one place.
- 4.0 Allow for the "air transportation" needs of the City and community of Oakdale.
 - 4.1 Provide optimum safety precautions.
 - 4.2 Consider the effects of surrounding land use.
 - 4.3 Promote a joint city-county effort to provide an airport protective zone for the Oakdale Airport.
- 5.0 Preserve and enhance the Central Business District (CBD).
 - 5.1 Promote visual prominence of the Central Business District by implementation of cultural "design identity."
 - 5.2 Consider the establishment of an architectural review board.
 - 5.3 Allow for greater residential densities within and around the CBD to allow closer, easier access to jobs, shopping, etc.
 - 5.4 Promote the CBD as a cultural center by encouraging the development and enhancement of existing facilities, the promotion of new facilities.
- 6.0 Encourage development in the already urbanized areas of the City.
 - 6.1 Encourage effective urban land use in existing urban areas before allowing expansion onto non-urban lands.
 - 6.2 Plan development to reduce auto dependence.
- 7.0 The division of land should be permitted only if it is in accordance with this Plan, and if all of the following conditions are met:
 - 7.1 No significant growth inducing impact or precedent for development in a natural resource or scenic resource area would be established by the division.
 - 7.2 The division would not restrict future options for productive lands or lands of significance because of their scenic, wildlife, or recreational values.
 - 7.3 All public services are readily available.

LAND USE ELEMENT
STANDARDS

1. Residential density standards shall be as follows:

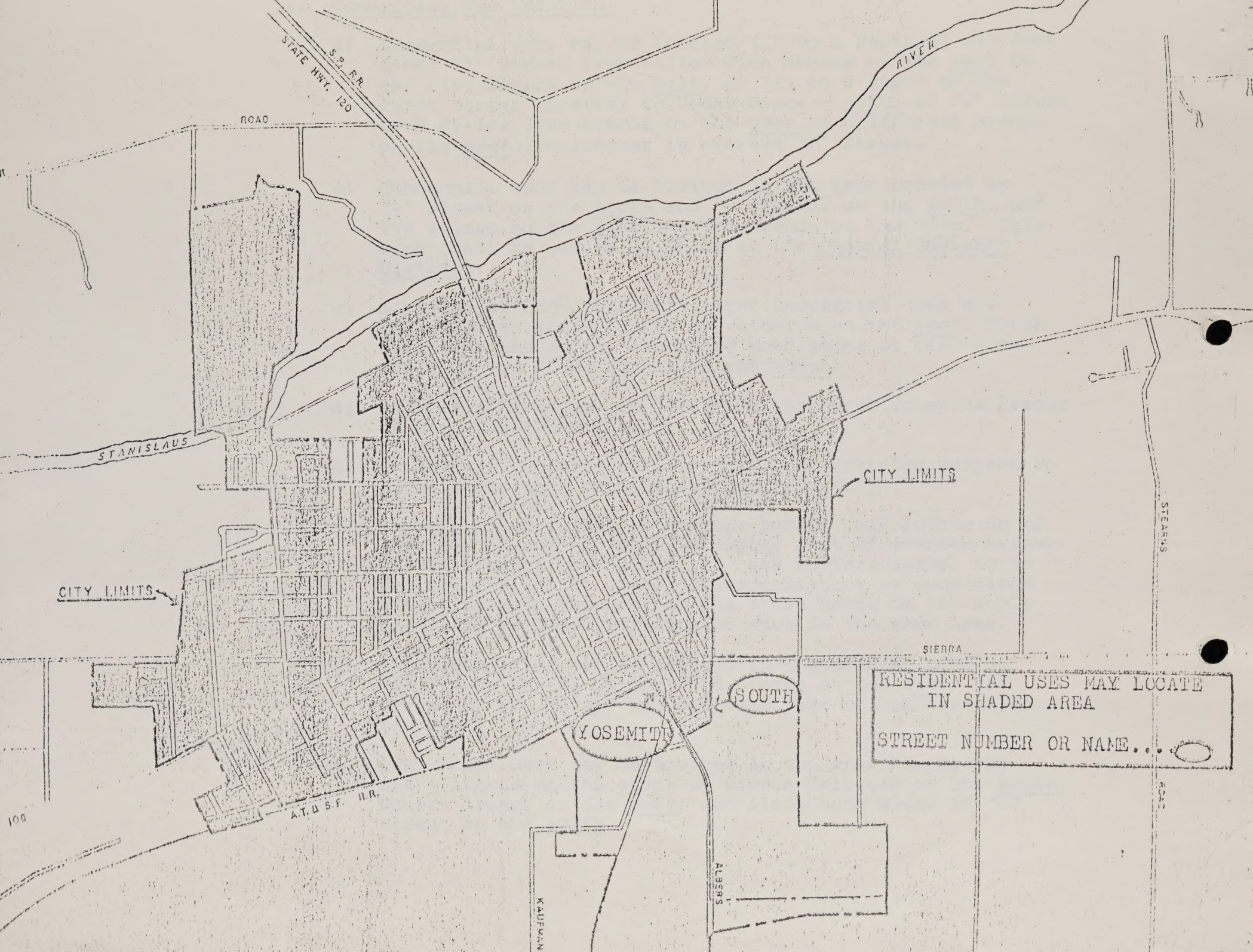
- a) Low Density: 1-35 persons per acre
- b) Medium Density: 36-50 persons per acre
- c) High Density: 51 and more persons per acre

2. Residential housing densities are as follows:

- a) Low Density (R-1, R-2): 1-14 dwelling units per acre
- b) Medium Density (R-3): 15-20 dwelling units per acre
- c) High Density (R-4): 21+ dwelling units per acre

3. Residential Use Location:

- a) Low Density residential use and Medium Density residential use may locate along collector and neighborhood streets.
- b) High Density residential use may locate along arterials; and up to 1,000 feet deep both along collectors and streets a width 70 feet or more tied into arterials.
- c) Residential uses may not be permitted south of the Santa Fe and Sierra Railroad tracks -- except for area along South Street and Center Street.





4. Commercial Use Location:

- a) Commercial uses may be located (1) to a depth of 400 feet along "F" Street from Willow Glen Avenue on the west to the City limits on the east; or (2) to a depth to the first street parallel to Cedar Place - north of "F" Street from Willow Glen Avenue on the west to California Avenue on the east...whichever is nearest "F" Street.
- b) Commercial uses may be located in the area bounded by "A" Street on the north and "J" Street on the south, and 4th Avenue on the east and 2nd Avenue on the west. This area shall be generally known as the Central Business District.
- c) A mixing of commercial and light industrial uses may locate in an area bounded by Yosemite on the west, North Street on the north, and along both sides of Sierra on the east and South Street on the south.
- d) Commercial uses may be located along North Yosemite Avenue to the Stanislaus River.
- e) Commercial shopping centers shall be permitted subject to first securing a conditional use permit.
- f) Commercial uses, subject to use permit, may locate up to 250 feet beyond 400 feet in depth, east of Johnson Avenue on "F" Street, providing: 1) the subject parcel is in one ownership; 2) special circumstances or conditions affecting said property can be shown which do not apply generally to land, building or uses in the same area.
- g) Commercial uses may be located in the area bounded by "F" Street on the north; Wood Avenue on the east; "H" Street on the south; and 535 feet west of Oak Avenue on the west.
- h) Commercial uses may be located in the area bounded by Sixth Avenue on the east; by Sierra Railroad on the south; Fourth Avenue on the west; and along both sides of "I" Street on the north.

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RIVER

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S.P. R.R.

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CITY LIMITS

CITY LIMITS

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6

SIERRA

SOUTH

A.T. & S.F. R.R.

COMMERCIAL USES MAY LOCATE
IN SHADED AREA
STREET NUMBER OR NAME...

STANISLAUS

ALBERS

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5. Industrial Use Location:

- a) Industrial uses (L-M) shall be permitted south of the Santa Fe Railroad tracks and the Sierra Railroad tracks in the industrial tract.
- b) A mixing of light industrial and commercial uses may locate in an area bounded by Yosemite on the west, North Street on the north, and along both sides of Sierra on the east and South Street on the south.
- c) Light Industrial may locate along Santa Fe, Southern Pacific and Sierra Railroad tracks.
- d) Commercial uses may be located along the west side of Yosemite Avenue between "H" Street and "I" Street.

6. Park Development:

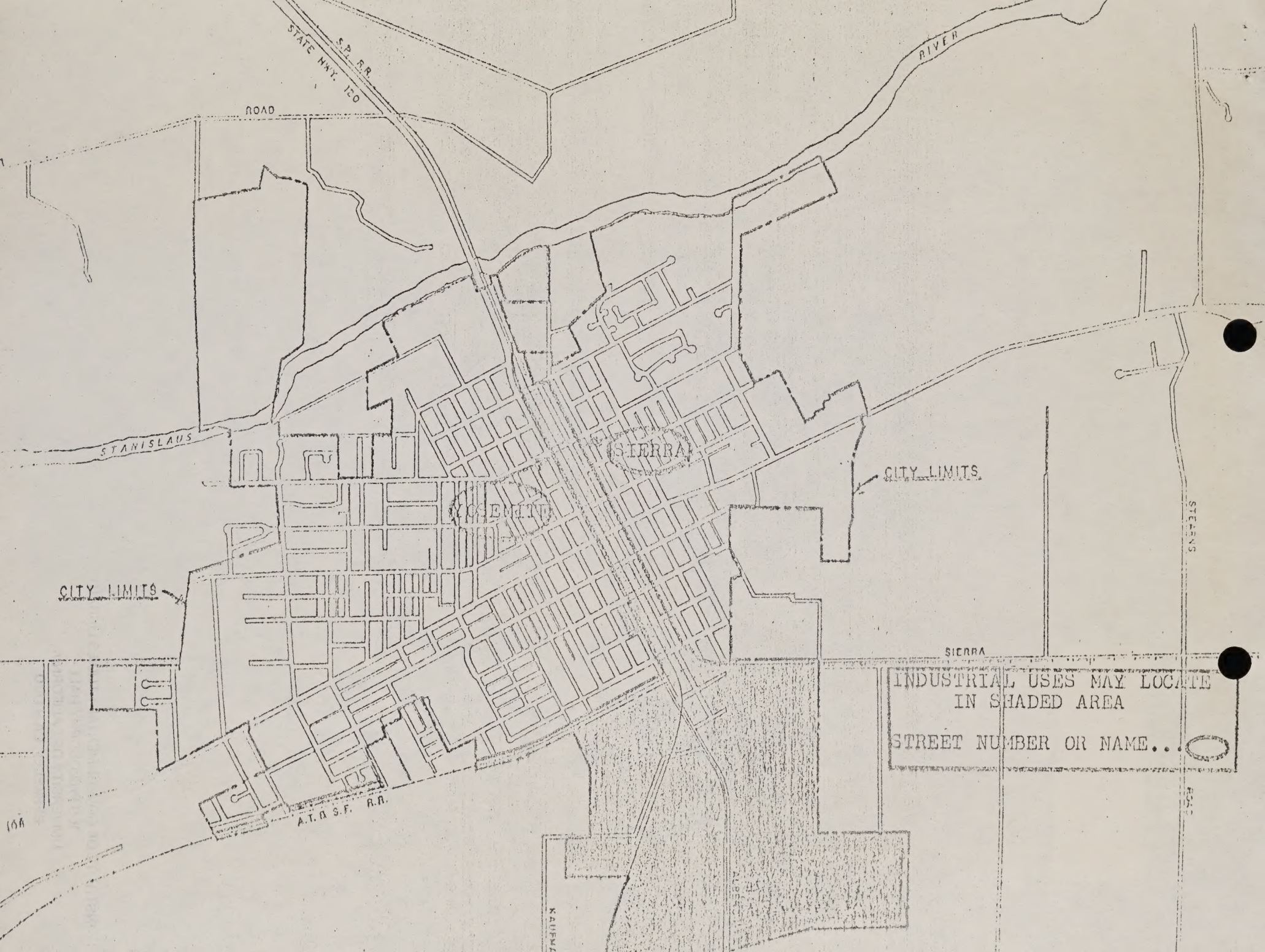
Encourage the development and implementation of an action plan to purchase fee title and ultimately develop a regional linear park located on both sides of the Stanislaus River to Kerr Park.

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THE THEORY OF THE ORIGIN OF THE HUMAN MIND

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THE THEORY OF THE ORIGIN OF THE HUMAN MIND



S.P. RR.
STATE N.Y. 120

ROAD

RIVER

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CITY LIMITS

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INDUSTRIAL USES MAY LOCATE
IN SHADED AREA

STREET NUMBER OR NAME...

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